

## REPORT

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SUPPLEMENT TO  
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. During October 1952 the second track was laid on the Ascherröben-~~Querfurt~~ Reichsbahn line. In mid-November construction started on the second track of the 14 kilometer section from ~~Querfurt~~ to Wettstedt.
2. The newly-constructed rail line from Bützow to Schwab has been in use since September 1952; the signals and teletype equipment have been completely installed. The rate of travel on this line is particularly slow since there are no passing facilities in the entire section. The 1953 construction plans include the building of a siding.
3. The second track has been laid and all of the necessary safety equipment installed on the section Rostock-Branow to Warnemuende.
4. A connecting rail line is to be built from the Noebdenitz-Schmölln line to Altenburg. This is new construction and tracks are already on hand.
5. A new single track line is to be constructed from Unterbreizbach/Vacha to Molsiar. It is to serve the potash mines. Cost of the project is estimated at five million DM.
6. There is now a second track on the Schwerin - Goerries line. Track removed from the 6.4 kilometer section Schoeneberg - Dassow was used.
7. A new line is to be laid from Templin to Pasewalk. Estimates are now being worked out. The roadbed is to be two meters higher than normal. The line will go north of Prenzlau and cross the Becker bridge. This steel bridge was damaged but has been repaired for single track service.
8. One set of tracks (direction Erfurt-Suhl) in a 3,003 meter long railroad tunnel near Oberhof is being removed and replaced. The new tracks were made by the Riesa steel plant and are allegedly very soft.
9. The second track has been laid on the Schwerin-Krebsfoerden section; 1953 construction plans include the extension of the second track from Krebsfoerden to Holthusen.
10. Agreement has almost been reached on the construction of a second track from Dresden to Schoena.

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25 YEAR RE-REVIEW

12. The railroad station at Rostock is to be expanded.
12. ~~A railroad station has been built at Gumbitz on the railroad line from Jatenick to~~  
~~the station. There are six tracks at the station. The station is manned ex-~~  
~~clusively by Volkspolizei.~~
13. There is no service along the main line from Potsdam to Berlin via Dueppel because the railroad bridge over the Teltow canal slightly to the south of Kohlhasenbrueck cannot be used. There is however, regular S-Bahn service along the stretch from Dueppel to Berlin-Zehlendorf every twenty minutes from 4.40 AM to 11.40 PM.
14. The second railroad bridge over the Teltow canal near Kohlhasenbrueck is in four sections, two for railroad tracks and two for S-Bahn tracks. The railroad tracks go over two makeshift bridges that consist of one meter high T beams. The reconstruction of these two sections has been authorized. One is included in the 1953 Investment Construction Plan and work on the other is authorized under the category of general repairs. During the construction work single-track traffic between Potsdam and Wannsee can be maintained. The two S-Bahn sections are in order; however, only one has tracks.
15. The northern outer ring around Berlin is single tracked; the southern ring is double-tracked from Wuhlheide to Michendorf.
16. Rail for authorized new construction work and for doubling track on certain sections within the Reichsbahn districts of Schwarin and Greifswald is to be obtained by removing certain sidings from other sections of line within the districts.
17. Supports and overhead beams used to hold up the platform roofs in the Dresden-Mitte railroad station are being torn down; they will be taken to Eisenhuettenkombinat Ost, Fuerstenberg, as scrap metal. Rail service at the station will not be affected.
18. The 450 meter-long railroad bridge in Frankfurt/Oder that has recently been placed in service is single-tracked; it will connect with the Frankfurt/Oder Grenzbahnhof, which is to be activated in the very near future.
19. One of the bridges over the Elbe near Torgau was dismantled in July 1952; the remaining bridge is for single-track operation only.
20. There are three twin railroad bridges near Suhl. One is near Sauer (Sauer bridge); one section has had the rails removed, and there is one set of tracks on the remaining section. Another is the twin bridge near Jungstgarten, one section of which was dismantled; one set of tracks was removed from the remaining section and the tracks were used for the construction of the Northern ring around Berlin. The third twin bridge has only one set of tracks.
21. Ferry service from Warnemuende to Sweden is only makeshift at the present time because the installations have not been completed. At the beginning of December 1952 a ponton valued at 50,000 DEM was delivered.
22. Two new locomotives have been built at the locomotive construction shop near Dresden-Neustadt. They were built from new plans, using new type materials, and are said to have a speed of 160 kilometers an hour. These are experimental locomotives and are not yet in service.
23. Damaged express train passenger coaches are being repaired and rebuilt as hospital cars at the Lova plants in Goerlitz and Bautzen. In Goerlitz, however, this work has been discontinued in the last three months because of supply shortages. In Bautzen on the other hand, work is continuing, though on a reduced basis. A train of such cars was completed at the end of October 1952 and was presented to the "Democratic Fighters" in Korea by the railroaders of the DDR.
24. A large portion of the employees of the Lova plant in Goerlitz were used during the 1952 harvest in Mecklenburg. Most of these employees have now been placed on reserve status, and though they are not able to work because of supply shortages, they are still drawing 90 percent of their normal pay.
25. Certain ten, fifteen and twenty-ton gondola cars are being scrapped. There is a collecting point in Dresden; axles and other metal parts are shipped in bulk to Fuerstenberg and wooden parts are stored temporarily at Dresden-Mitte station.

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26. There are 24 Diesel cars (Triebwagen) in the Reichsbahn District of Berlin. Eight of these are luxury coaches, three are assigned to the Soviet Control Commission, two to Kramer, General Director of the Reichsbahn, one is assigned to the Minister of Transport, one to the State Secretary, and one is at the disposal of high officials of the Ministry of Transport and the Reichsbahn. One of the coaches assigned to Kramer is in one section, the other in two sections; the latter is periodically used for propaganda purposes. The rest of the motor coaches are used for public transportation along the following routes: Fuerstenwalde-Belgeln-Golzow-Zechin-Muencheberg-Straussberg-Lichtenberg and Schoeneweide - Gross Zienhen.
27. Because of the critical shortage of bolts for fastening rails to ties, one of every third is being removed from the fishplates along both sections of right-of-way in order to provide bolts for new construction.
28. In the Reichsbahn District of Schwerin in the three month's period from 1 July to 30 September 1952, wages and salaries paid out exceeded the plan by 640,000 DEM. The total wage and salary budget for the entire year was 52 million DEM. By 30 September 1952, 56 million had already been spent.
29. At the present time the Ministry of Transportation has postponed putting into effect the wage scale catalogue.
30. The Ministry of Transportation is hoping to effect a great saving by curbing night traffic of passenger and freight trains. Ninety percent of the budget of the Reichsbahn is used for salaries and wages, only ten percent for materials and supplies.
31. Since October 1952, a shuttle train has been running between Dresden and Ruegen. This train has been used for the transportation of Russian soldiers and Volkspolizei.
32. The new Soviet Control Commission representative to the Reichsbahn District of Dresden is Colonel (fnu) Saikin. 25X1  
 He has a colonel and a captain assigned to him. 25X1
33. Materials are being hauled for construction of a new airfield near Jaenschwalde, Kreis Cottbus.
- 1/  Comment. The October 1952 Reichsbahn timetable indicates that Noobdenitz and Schmoelln are ten minutes apart on the main Gora-Goessnitz Glauchau line.

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